

THE VIRGINIA GAZETTE.

VOL. V. NO. 24.

WILLIAMSBURG, VA., SATURDAY, OCTOBER 30, 1897.

\$1.00 PER YEAR.

NANSEN IN NEW YORK.

The Famous Explorer is Here on a Lecturing Tour.

Dr. Fridtjof Nansen, who has made his name known throughout the world by his explorations in the Arctic Circle, arrived at New York from England. He was accompanied by his private secretary. A delegation of Norwegians and Swedes, two hundred and fifty in number, went down the harbor to welcome Dr. Nansen to these shores.



DR. FRIDTJOF NANSEN.

Dr. Nansen is a man of striking personal appearance. He is powerfully built, more than six feet in height, with the fair, ruddy complexion of the Scandinavians. His yellow hair was cut close to his massive, well-shaped head, and brushed straight back from a full, rounded forehead. His eyes are blue and deep-set, and have an expression of great earnestness. The lines of his face accentuate this expression, and when looking at him one cannot fail to be impressed with the great mental and physical vigor of the man. He is only thirty-six years old, but he seems to be even younger. His costume was likewise striking. It consisted of what he called a hunting suit, with dark, close-fitting jacket and trousers. He is here on a lecturing tour.

A MAN WANTED!

For what?

TO TELL ALL THE PEOPLE IN WILLIAMSBURG AND SURROUNDING COUNTRY WHEN THEY GO TO NORFOLK NOT TO FORGET TO VISIT

Hudson's English Kitchen

The only First Class Dining Room for ladies and gentlemen.

J. R. HUDSON, Prop.,
347 Main St., Norfolk, Va.

TONSorial ARTIST.

John Carey's New Barber Shop.

CHARGES MODERATE ACCORDING TO WORK.

I ask a share of the patronage of the people of the town and the young gentlemen of the college.

John Carey.

FIRST DOOR BELOW L. HENLEY'S DRUGSTORE.

GEORGE M. PULLMAN FOUND DEAD.

Millionaire Palace Car Man Suddenly Expires in Chicago.

George M. Pullman, the man who made it possible to travel in comfort, and who bears the distinction of having precipitated the greatest strike on record in America, and who has succeeded where others failed in establishing a communal town, died suddenly of heart disease in Chicago at 5 o'clock a. m. Mr. Pullman's death occurred in his magnificent brownstone home at the corner of Prairie avenue and Eighteenth street, where he lived for many years. Mr. Pullman, while in apparently good health recently, formerly had some stomach trouble, which he attributed largely to the condition of his eyes. It was not known that he was ill, and the first knowledge that the end had come was reported when the lifeless body was found. Mr. Pullman retired to his room as usual, not complaining of any ailment. No one was present when the end came, and death, it is supposed, was due to apoplexy or heart disease.

George Mortimer Pullman, head of the great palace car company that bears his name, was born in a small town in Chautauque County, New York, on March 3, 1831. His chief inheritance poverty, he struggled during his early boyhood to acquire an education, but at fourteen was forced to give this up, entering the employ of a country merchant, and finally at seventeen joining his elder brother in a cabinet-making business at Albion, N. Y. In 1859 he moved to Chicago and engaged in the then novel business of raising entire blocks of stone or brick buildings. In the same year his attention being directed to the great discomforts of long-distance railway traveling, he remodeled two old day coaches of the Chicago and Alton into sleeping cars, and, these proving acceptable to travelers, he, in 1863, built the "Pioneer" at a cost of \$18,000. This car, although crude as compared with those of the present day, was built on practically the same plan. From this small beginning has grown the great Pullman Company, which, organized in 1867, now operates about 2500 palace cars on more than a hundred thousand miles of railroad. Besides forming the car company, Mr. Pullman in 1880 founded the town of Pullman, Ill., in which are the Pullman car shops. Mr. Pullman's fortune has been estimated at \$40,000,000.

Mr. Pullman was a brother of Rev. Dr. J. M. Pullman, former editor of the Christian Leader. He leaves two sons, Sanger and George M., Jr., and two daughters, Mrs. Carolan, of San Francisco, and Mrs. Frank O. Loudon, of Chicago.

KILLED HIS FAMILY.

A Farmer Shoots His Wife and Two Sons and Then Kills Himself.

Domestic and financial trouble, resulting in an unbalanced mind, was the cause of a quadruple murder at Blue Earth City, Minn.

George Young, a farmer and local politician residing two miles south of Blue Earth City, in a fit of melancholy murdered his wife and two children and then blew out his brains.

While Mrs. Young was busy with her household cares, her husband entered the room in which she was working and fired two shots at her from a revolver.

The first shot entered her left side, three inches from the heart, and the second passed in behind the left ear, lodging in the brain. Young then went upstairs, where his two sons, aged two and four, were sleeping, and sent a bullet through the head of each.

He then placed the revolver against his own head and fired. A hired man heard the shooting and rushed into the house, finding Mrs. Young and the children dead, while Young still showed signs of life. He died, however, before medical assistance arrived.

Paul Dunbar, the Poet, Gets an Office.

Congressional Librarian Young has completed his list of appointments. Paul Dunbar, the young colored poet of Ohio, is among the minor appointees. Thirty-eight States are represented in the list.

TRAIN FALLS INTO RIVER.

A Terrible Accident on the New York Central Railroad.

BANK CAVED AT GARRISON'S, N. Y.

An Engine and Six Cars Plunged Into the Hudson—Most of the Dead Were Drowned—Some Passengers Rescued as a Day Coach Floated Down the Stream—Horror Attended the Disaster

GARRISON'S, N. Y. (Special).—The worst accident on the New York Central Railroad since the New Hamburg disaster of 1871 happened Sunday morning, just before daylight, between Garrison's and Highlands. The official statement of the company shows that at least nineteen persons lost their lives, and probably as many more were injured. The wrecked train, the Buffalo and New York special, was running along a level and straight stretch of track when, without an instant's warning, and for some reason so utterly unexplainable as to almost warrant a suspicion that the railroad embankment was blown up, the solid bank gave way, carrying with it a wall of stone more than a yard thick, and the engine and six of the cars of the heavy train plunged into the Hudson River. At midnight seventeen bodies had been taken out of the wreck. Ten were identified. Fifteen persons were seriously injured. Thirty-six survivors have been accounted for. The officials say there were 109 persons on the train. Three bodies were under the mass of wreckage in the river.

The cause of the accident is a mystery in the eyes of the officials of the road, who gave out the following official statement with regard to it: "The embankment supporting the track slumped off into the river."

The only two men who could have told how the accident occurred were John Foyle and John Thompson, the engineer and fireman, but they are both at the bottom of the Hudson with their engine.

The train was made up of engine No. 872 and tender, one express car, one day coach, one combination baggage and smoking car and six Wagner sleeping cars, in the order named. The train left Buffalo at 4 o'clock on Saturday afternoon, and pulled out of East Albany a few minutes after 3 o'clock Sunday morning.

It was then a few minutes late, and after leaving Poughkeepsie, twenty-five miles above the scene of the accident, was running at a high rate of speed, in order to make up lost time. The accident came without the slightest warning. There was a heavy lurch, and then the track seemed to give way beneath the train.

The engine passed over safely, but the cars immediately behind dragged it from the track and into the river. With a fearful crash the huge weight of iron rolled from the embankment and disappeared into the river, carrying with it the engineer and the fireman to the bottom of the river, where it now lies.

The express car, the day coach, the combination smoking and baggage car and three sleepers followed in a wild tangle into the river. The first two broke their fastenings and floated down the river, one two hundred yards and the other about a mile, where they ran against the shore.

The three rear sleepers remained on the track. Their occupants were severely shaken up, as the cars were slightly crushed at the ends by the shock.

The only witnesses of the disaster were the crew of a passing tugboat, who say that after the crash came the cries and groans of those who were imprisoned in the floating cars or who had been thrown from the cars by the shock.

The passengers of the three cars that did not leave the tracks rushed out in their night-clothes, calling for help as their eyes fell on the appalling scene before them. The express car and the day coach were already floating away from the shore.

The day coach had turned on its side and some of the passengers who happened to be on the upper side had struggled part way through the broken windows. Some of them were shouting for help and waving their arms toward the shore. Others, and eye-witnesses say that these were in the majority, were trying to drag the less fortunate out of the fast falling car to the side that was clear of water.

It was in the day coach that the greatest loss of life occurred. Most of those who met death there were drowned while the car floated that short two hundred yards.

The crew of the passing tugboat cast loose from their tow and went to the rescue. They cut open the roof with axes and in this way rescued a number of passengers.

From the day coach were taken the bodies of four men and two women. The bodies of eight Chinamen were taken from the smoking and baggage car. In this car there were fifteen Chinamen. Two of the seven who got out alive were taken to Peekskill, badly hurt, and one of them afterward died.

Most of the bodies of the dead were taken from the car toward night, and so identification was not made until a late hour. There was one exception, in the person of Samuel Williams, of Buffalo, who was thrown from the smoker as it made the plunge, and who had his arm torn off. When the rescuers reached him he was still breathing, but he died a moment later.

The list of killed was at last accounts as follows: W. S. Becker, Newark, N. Y.; John Foyle, engineer, fifty years old, Albany; married. E. A. Green, Chicago. William H. G. Meyer, Passaic, N. J.; Gilbert G. McKay, twenty-three years old, New York; married; private secretary to Edgar Van Etten, General Superintendent of the New York Central Railroad. Thomas Reilly, St. Louis. John Thompson, fireman, twenty-five years old, East Albany; single. Giuseppe Tagana, Albion, N. Y.; Samuel Williams, Buffalo. Two women unidentified, one living in Buffalo and one in Hudson, N. Y. Eight Chinamen.

General Manager Toucey telegraphed for wrecking tugs and before noon two were on the river opposite the wreck and at work. Men in rowboats assisted them in their work of searching for the dead, and the bodies were gradually recovered.

SPAIN'S LOFTY ANSWER.

She Is Doing All She Can to End the Cuban War.

The note prepared by Senor Gullon, Minister of Foreign Affairs in the new Sagasta Cabinet, in reply to the note recently presented to the Duke of Tetuan, the then Foreign Minister, by General Woodford, the American Minister, declares that Spain has done all in her power to end the war in Cuba, proof of which is given in



FRAXEDES SAGASTA, SPAIN'S PREMIER.

(Under the Leadership of the Distinguished Liberal Statesman the Spanish Nation has decided to accept the Mediation of the United States.)

the great sacrifices she has made, the number of troops sent to the island, and now the granting of wide reforms, which are fully described.

It declares that the Government cannot admit the pretension of any foreign nation to interfere in Spanish affairs, and complains of the number of filibustering expeditions to Cuba from the United States, which, it declares, are the chief cause of the continuation of the war. It then proceeds to express the hope that respect for international right in America will be better enforced in the future.

The note is described as being mild in tone but energetic. In fact, it shows the resolution of the new Government to enforce respect for Spanish rights.

Instructions have been sent to Senor de Lome, the Spanish Minister at Washington, which include a warning that Spain will use her right to search American ships if more filibustering expeditions start for Cuba.

Senor Fraxedes Mateo Sagasta, the Spanish statesman and leader of the Liberal party, who has formed a new Cabinet for Spain, was born in 1827. He is an engineer by profession, and was elected from Zamora in 1854 to the Constituent Cortes.

UTES KILLED IN COLORADO.

Fired on Game Warden Wilcox and a Fight Followed.

Game Warden Wilcox tried to arrest some Utes on Snake River, five miles from Lily Park in Colorado. They resisted and fire on the Wilcox party.

Lily Park has been the scene of most of the game depredations of the Utes ever, since the "Ute war" of ten years ago.

The trouble commenced when the White River, Uncompahgre, Uintah Utes began pouring over the line from Utah on their annual fall hunt. The White River Utes are exceptionally ugly, and have been apparently anxious to pick trouble with parties of whites.

Game Warden Wilcox with a small party started out to warn the Indians that the game laws must be observed. The Game Warden was resisted and finally fired upon by the Indians. Then a serious encounter followed, in which a number of Indians were killed or wounded. Game Warden Wilcox's party also suffered severely.

AMERICAN SUPREMACY ADMITTED.

This Will Remain the Cheapest Steel-Producing Country in the World.

The Pall Mall Gazette of London in the course of a long article on American competition in the iron and steel industries, says:

"To-day we find the United States not only challenging our supremacy in neutral markets, but even obtaining a foothold in England."

In conclusion the Pall Mall Gazette remarks:

"The causes which are giving the United States such a favorable position are permanent, and everything points to the United States remaining the cheapest steel-producing country in the world."

Suicide Follows Fire.

Rather than face her brothers, for whom she kept house, fearing that they would blame her because the house caught fire during her absence, seventeen-year-old Mamie Lynch, of New York City, went to her sister's house to sleep, and during the night committed suicide by poison. Since her sister Josephine's marriage, several years ago, Mamie had been housekeeper for the two brothers, Jerry, who is a paver, and Cornelius, who is a lithographer, their mother and father being long dead.

THE WONDERS OF SCIENCE

Lung Troubles and Consumption can be Cured.

An Eminent New York Chemist and Scientist Makes a Free Offer to Our Readers.

The distinguished New York chemist, T. A. Slocum, demonstrating the discovery of a reliable and absolute cure for Consumption (Pulmonary Tuberculosis) and all bronchial, throat, lung and chest diseases, stubborn coughs, catarrhal affections, general decline and weakness, loss of flesh, and all conditions of wasting away, will send THREE FREE BOTTLES (all different) of his New Discoveries to any afflicted reader of the Gazette writing for them.

His "New Scientific Treatment" has cured thousands permanently by its timely use, and he considers it a simple professional duty to suffering humanity to donate a trial of his infallible cure.

Science daily develops new wonders, and this great chemist, patiently experimenting for years, has produced results as beneficial to humanity as can be claimed by any modern genius. His assertion that lung troubles and consumption are curable in any climate is proven by "heartfelt letters of gratitude," filed in his American and European laboratories in thousands from those cured in all parts of the world.

Medical experts concede that bronchial, chest and lung troubles lead to Consumption, which, uninterrupted means speedy and certain death.

Simply write to T. A. Slocum, M. C., 98 Pine street, New York, giving post-office and express address, and the free medicine will be promptly sent. Sufferers should take instant advantage of his generous proposition.

Please tell the Doctor that you saw his offer in the Gazette

WORLD'S STOCK OF MONEY.

Director of the Mint on the Production and Coinage of Gold and Silver.

The Director of the Mint has submitted to the Secretary of the Treasury his report for the fiscal year 1897, in which he says the value of the gold deposited at the mints and assay offices during the year was \$129,105,500, of which \$87,003,337 was original deposits and \$42,102,163 redeposits. The coinage value of silver bullion received was \$9,325,022. The purchases of silver bullion for subsidiary silver coinage aggregated 259,248 fine ounces, costing \$171,455. The coinage executed during the year was: Gold, \$71,446,705; silver dollars, \$21,203,701; subsidiary silver, \$3,124,085; minor, \$984,509.

The silver dollars coined were from bullion on hand, purchased under the act of 1890. The total coinage of silver dollars from bullion purchased under that act from August 13, 1890, to the date the law took effect, to July 1, 1897, has been 68,748,477 pieces, containing 58,172,650 ounces of the silver, costing \$51,332,154, giving a seigniorage of \$17,216,322.

The value of gold and silver bars manufactured at the mints and assay offices during the year was:—Gold, \$54,511,100; silver, \$6,538,751; total, \$61,109,851.

The product of gold and silver in the United States for the calendar year 1896 was:—Gold, \$53,088,000; silver, coinage value, \$78,069,236. The stock of gold and silver in the United States on July 1, 1897, is estimated to have been:—Gold, \$696,270,542; silver, \$634,509,781; total, \$1,330,780,323.

The total metallic stock and uncoined paper of the world is estimated to have been on January 1, 1897:—Gold, \$4,359,600,000; full legal tender silver, \$3,615,800,000; limited tender silver, \$652,500,000; total metallic stock, \$8,627,900,000; uncoined paper, \$2,569,200,000; grand total, \$11,197,100,000.

The world's product of gold and silver for the calendar year 1896 was:—Gold, \$204,396,600; silver, commercial value, \$106,406,800; silver, coinage value, \$215,342,700.

LORD SALISBURY REPLIES.

Declines to Accede to the Monetary Proposals of the United States.

The British Government's reply to the proposition of the American Bimetallist Special Commission, diplomatically worded, was sent by Lord Salisbury to Ambassador Hay.

Great Britain cannot re-open the India mints at present, the Prime Minister writes. He regrets inability to accede to the American Commission's propositions, as Great Britain has as much interest as the United States and France have in securing a stable par exchange for gold and silver and an enlarged use of silver.

"In these circumstances," continues Lord Salisbury, "the British Government does not see the desirability of an international monetary conference, but will be pleased to consider any other practical suggestion from the United States."

Lord Salisbury incloses a copy of the statement of Sir James Westland, head of the Financial Department of India, which was under discussion at the last meeting of the Cabinet Council and which takes strong ground against reopening the India mints.

Fraudulent Warrants.

Over \$90,000 of alleged fraudulent warrants on the United States Treasury have been discovered on the account of the Creek Indian Nation. Federal officials have been sent to Indian Territory to investigate the matter. An old chief and a Government official are said to be involved.

W. J. WHITEHURST,

Manufacturer of

Sash, Blinds, Doors

AND OTHER BUILDING MATERIAL.

10th & Byrd Sts.,

RICHMOND, VA.

ESTABLISHED 1870.

COOKE, CLARK & CO.,

Sash - Doors - and - Blinds,

MOULDINGS, STAIR WORK, PORCH TRIMMINGS, HARDWOOD AND SLATE MANTELS, TILING AND GRATES, FINE BUILDERS' HARDWARE, PAINTS, OILS AND GLASS, AND BUILDING MATERIAL OF EVERY DESCRIPTION.

28 Commercial Place, 49 Roanoke Avenue

NORFOLK, VA.